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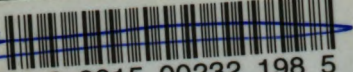
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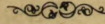
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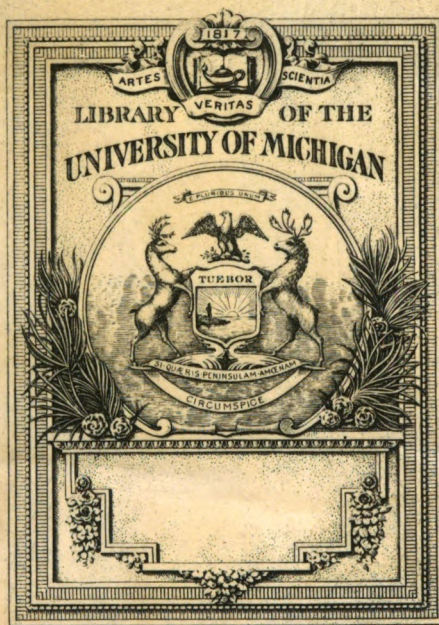
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*The Province Galley of
Massachusetts Bay*

1694 - 1716



By *HARRIET SILVESTER TAPLEY*

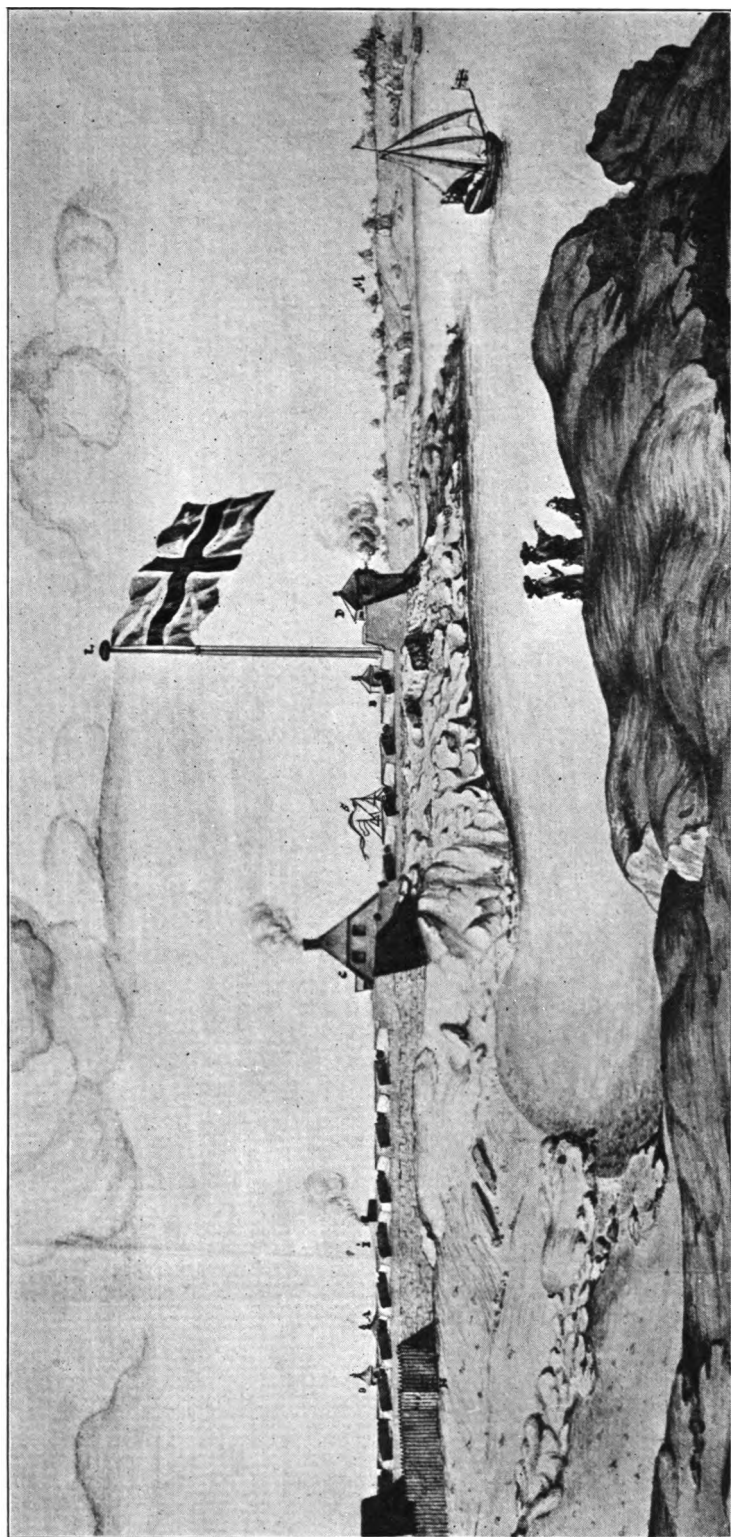


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SECTION OF A LATE 17th CENTURY PLAN OF FORT WILLIAM AND MARY AT PISCATAQUA.
 THE VESSEL IN THE CENTRE IS MARKED ON THE ORIGINAL "S THE PROVINCE GALLEY. CAPTAIN CYPRIAN SOUTHACK, COMMANDER."
 From the original in the "British Museum", as reproduced in the "Crown Collection", Harvard Library.

The Province Galley of Massachusetts Bay

1694 - 1716

A Chapter of Early American Naval History

... BY ...

HARRIET SILVESTER TAPLEY



Salem, Massachusetts
1922

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*[Reprinted from the Historical Collections of the Essex Institute,
Volume LVIII.]*

*[Cut of Man with Cross-Staff used by courtesy of Society for the Preservation
of New England Antiquities.]*

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THE PROVINCE GALLEY OF MASSACHUSETTS BAY, 1694—1716.

BY HARRIET SILVESTER TAPLEY.

In the latter part of the seventeenth century the New England fishing industry along the coast from Boston to Nova Scotia was constantly menaced by the French and Indians. So flagrant did their acts of violence and destruction become that the General Court ordered, December 11, 1693-4, "there is need of building and fitting of a small vessel mounted with ten guns and a suitable number of oars, to cruise on this coast for the better securing of trade and navigation," and promptly appropriated £500 for the purpose.

Thus did the *Province Galley* come into existence; and for over twenty years this government vessel, together with another of the same name which succeeded her, helped to protect the fishermen of Essex county. Not only did she secure safety to navigation, but she acted as convoy in many naval actions, transported Governors from one part of the Province to another, carried stores and ammunition to Nova Scotia, transported troops, brought home exchanged prisoners, captured French privateers and hunted pirates. The French government once at least offered generous prize money for her capture. In her later years misfortune seemed to pursue her, for she was struck by lightning, and lost six men from the overturning of her pinnacle. Then, passing into private ownership, she fouled a fishing vessel in Marblehead harbor, for which suit was brought against her owners, and at last she was wrecked and went to pieces off Block Island. During a portion of that time she was commanded by a Salem shipmaster, Captain William Pickering, whose acts of dauntless courage on the sea won him distinguished honors, and throughout her career she was so closely in touch with Essex county that the story of her accomplishments should be included in the maritime history of this locality.

The two frigates of the English navy, the *Sorling*, Captain Eams, and the *Newport Galley*, Captain Paxton,

(1)

M.H.H.

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detailed for constant duty in New England, were not adapted to pursue small craft in shoal water and this explains the project of fitting out an armed vessel of light draft. The matter was discussed by the Governor and Council as early as March 7, 1692-3, in relation to the protection of vessels coasting in Vineyard Sound, and by June 1, 1694, the *Galley* had been built at a cost of £1022. 4s. 6d. Bills of credit were issued for payment, and in 1697 a special tax was levied for the protection of the Province, which included the maintenance of the *Galley*, the fire ships, and the Castle and other fortifications. The apportionment among Essex county towns was as follows: Salem, £200; Ipswich, £215; Newbury, £150; Salisbury, £34; Amesbury, £12; Haverhill, £36; Andover, £53; Bradford, £18; Topsfield, £36; Marblehead, £80; Lynn, £84; Wenham, £40; Beverly, £60; Gloucester, £39; Manchester, £9; Rowley, £54; Boxford, £30.

Captain Thomas Dobbins, previously commander of the ship *Nonesuch*, was the first commander. He was at this time about forty-four years of age, and is said to have been a favorite of Governor Phipps, who was responsible for his appointment. In 1694, instructions, dated Boston, August 8, were given Captain John Alden to embark on the *Province Galley*, Captain Thomas Dobbins, commander, and proceed to Pemaquid to see if any Indians had been talked with in regard to peace and reprisals, and also to go to Penobscot to see if any Indians were concerned in the murders there.* Captain Dobbins was succeeded later in the same year by Captain Samuel Mould, probably of Charlestown.

Reports of seventeen French vessels being fitted out at Petit Goâve in 1693 for the purpose of intercepting English vessels bound for the West Indies was the signal for renewed activities among the colonists. Lieutenant-Governor Stoughton, in a letter dated February 11, 1694-5, to the government of Connecticut, asking them to provide twenty able seamen for the *Province Galley* until the end of the summer of 1694, wrote, "This Province is so dreyned of men by the calamities of the war, sickness,

*Maine Historical Collections, vol. 23, p. 9.

the manning out of new ships that are built here by strangers, many of them not returning again, that it is very difficult to supply what is necessary." For further encouragement to men to "attend His Majesties service in the *Province Galley*," the Council ordered that the pay for able seamen be advanced to thirty shillings a month.

During 1695 French privateers which infested the coast gave constant employment to the *Galley* and the two English frigates. Salem men were not infrequently taken prisoners, which moved the Council on June 12 of that year to pass the following order :

Whereas, with his ^{ex^{cs}} licence, some gentlemen of Salem are sending out a small ketch unto St. John's River, and parts adjacent, for the fetching off some of their people lately taken prisoners by a French privateer and carried thither, his excellency having dispatched an express by them unto Capⁿ Thomas Taylor, commander of their Maj^{ties} ship *Nonesuch*, for their Maj^{ties} service, Voted That in case the said ketch happen to miscarry by reason of her carrying the said express, that then the publick bear the loss of her.

Up to this time Massachusetts had held Port Royal and the adjacent territory of Acadia as part of the English dominions, but Villebon held the St. John region for the French and was not to be suppressed. The expediency of longer attempting to hold this post for the Crown began now to be questioned seriously, but upon learning that the French were about to fit out privateers for an attack on Port Royal, it was advised that a strong effort be made to circumvent it. A committee consisting of John Hathorne, Elisha Hutchinson and John Phillips of the Council, and Messrs. Byfield, Leverett, Partridge, Church and Converse of the House of Representatives, reported, June 2, 1696, that 400 able seamen be raised for the St. John's, to be transported in eight vessels, provided with 150 barrels of pork, 30,000 pounds of biscuit and flour, six or eight pieces of ordnance, 200 great shot, 20 barrels of good powder and 30 pounds of ball for small arms.* An Essex county Regiment, under Lieutenant-Colonel Bartholomew Gedney, was detailed for duty on the Eastern frontier to rendezvous at Kittery and York, there to join volunteers from Connecticut, Rhode Island

*Massachusetts Archives, vol. 51, pp. 63, 64.

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and Massachusetts, together with some Indians from Bristol county under Major Benjamin Church, who was to head the expedition. Gedney marched with his Regiment from Salem before the middle of August, accompanied by a troop under Captain John Turner. The disheartening news of the surrender of the fort at Pemaquid was received before this expedition started, and it failed to accomplish more than a strengthening of the garrison. In a naval attack by two French ships, in which the *Orford*, the *Province Galley*, a fire ship, and the *Newport Galley* were engaged, the last named was destroyed, and its master, Captain Paxton, taken prisoner.

The disaster which befell this second naval expedition to the Bay of Fundy and the loss of the Pemaquid fort, which had been built at enormous expense, were events of a most alarming nature. Accordingly a new expedition was fitted out, with the *Arundel*, the *Province Galley* and several tenders and transports carrying nearly 500 men under Lieutenant-Colonel John Hathorne of Salem, who was to supercede Major Church, as the following letter* of acceptance to the Governor will show :

Salem, Septembr the 3^d 1696.

Rt. Honour^{bl}

S^r haueing now Rec^d yours p John Roberts wherein you are pl^d to propound my takeing the Conduct of an Expedition to St. Johns River: and am very willing to undertake any Service called unto wherein I may be Capable of Serving God & my Country, and Intend to wait upon your Hon^r as desired some tyme tomorrow, at present the consideration of my want of acquaintance & Experience in Warlike affairs and thereby unfitness for so great a Trust is discouraging to mee, and doute not but upon further thought thereof a much more sutable person may be found to engage therein, so conclude at present. My Humble service to your Hon^r and the Council. Subscribe

Your Servant to Command

John Hathorne.

The distressing condition of the Province was reported to the government in England, for with the failure of the harvest two years in succession, the people found it almost impossible to pay their taxes in support of the government and at the same time prosecute a continual war against a

*Massachusetts Archives, vol. 51, p. 68.

growing, powerful enemy, with murders being constantly committed by "Skulking partys of the barbarous bloody Salvages." So serious was the situation that in October, 1696, it was voted that Captain Cyprian Southack, who was then commander of the *Province Galley*, be sent with a vessel to Plymouth, England, for a supply of ammunition and stores for protection.

Captain Southack received his appointment as commander in the summer of 1696, succeeding Captain D. Mason, who had held the position for about three months in the early part of that year. He appears to have been a skillful navigator, commissioned for most important duties in the service of the government. In 1690 he had accompanied Sir William Phipps to Quebec as commander of one of the fleets. He was a good draughtsman, and his maps and charts were accepted as authority in his day. His house in Boston was on what is now Tremont street, near Howard, on land which he bought of Edward Shippen in 1702, it having been formerly a part of the estate occupied by Governor Endecott.

There are frequent references in the State archives to the Galley, showing that she continued to be an important factor during the next two years, but the difficulty of providing recruits for the service was evidenced by the following order of the Council in 1697: "Whereas for y^e manning of y^e *Province Galley* for his majesty's service There was a necessity to promise encouragement to the officers and voluntiers beyond what this Court had allowed Bee it *ordered* for this present year, provided it be no president for the future, That y^e Docter be allowed ffour pounds p month The warrant officers three pounds p month and y^e voluntiers not exceeding Twelve be allowed ffourty shillings apiece p month."

The next year, William Partridge, John Bridges and Benjamin Jackson, "Purveyers of Naval Stores for His Maj^{ty}s service," asked for the use of the *Province Galley* with thirty-eight men, to transport them to the Eastern parts for the purpose of surveying the woods, they to victual and pay for her. The Council granted their request, provided they signify to the captain of the Galley what they had done about supplying her with provisions,

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and paying him and his company their wages. In the autumn of 1698, Villebon, the French Governor of Nova Scotia, notified the Governor of Massachusetts Bay that, agreeably to orders from the French King, he had directed Captain Bonaventure of the King's ship to maintain the bounds between New England and that country, which he pretended extended from the head of the Kennebec river to its mouth, leaving the course of the river free to both. When this letter was read in the Council, together with an affidavit of the masters of two fishing vessels which had lately been seized and detained by the captain on the coast of Cape Sables, and a petition "from sundry Gentⁿ and principle Inhabitants of Salem and Marblehead relating unto the fishery," it was advised that an appeal be made for relief to the "R^t Hon^{ble} the Lords Commissioners of the Council for Trade and Plantations in England. The result was that, in December, John Phipps, Esq., of the Council, Major James Converse and Captain Cyprian Southack went in the *Province Galley* with full powers to conclude a treaty with the Indians, and returned the following February, bringing most of the captives. By order of the Lieutenant-Governor and Council, they made another voyage in April on the same business, and returned with all the remaining captives which it was in the power of the Indians to surrender. Upon petition of Colonel John Phillips and James Converse for compensation for their services, they having been sent on "A voige Eastward in y^e dead of the last Winter on the Province Gallye, Cap^t Cyprian Southack, comm^d," an allowance of £20 to each was made.

Presumably the Galley was in constant use until May 2, 1701, when she was ordered to be repaired, and fitted and equipped with 24 men. She was at the same time ordered to convey John Phillips, Penn Townsend, Nathaniel Byfield and John Nelson, as commissioners, to Casco Bay to meet the Indians and to "endeavour to hold them steady to His Maj^{ty}s Interests." They sailed with presents for the Indians to the value of £150, which amount had been appropriated by the Council for that purpose. Picture the scene at Casco Bay as the Commis-

sioners and the Sagamore sat at a table under a tent spread in the woods, the water in the distance, the *Province Galley* riding at anchor in the bay. The commissioners, by means of two English and one Indian interpreter, told them of their errand. They are reported* to have made friendly overtures to the redskins, told them of the great King William who looked upon them as his children, and offered to send an armorer to repair their guns so they need have no occasion to go to Canada. They offered to take some of the Indian children to be educated, and "if you are aney waies inclinable to have your young men see England & King William, we shall send them." To this last proposition the Indians desired time to consider and upon deliberation made this clear answer: "Wee Conclude not to send any of our Children to England because Moxus, his son, when he was sent to France, he died there, and we conclude not to Send any of our Children to Boston because we formerly had two of our Children at Boston, called John and Robin, which we believe by this time learned to read and write English enough & they never yett have been returned among^{us} us." The Commissioners had the sagacity to turn the subject and proceed to the next question, but the Indians were not to be cajoled, and demanded "Wee desier to be informed about y^e 2 Children mentioned in our Answer to y^e 9th Paragraph." Accordingly the Commissioners were forced to reply that the two boys were taken in war and one was dead and the other in London, but they would do their utmost to have him returned. The conference ended, a unique ceremonial was performed by both parties, proposing for a perpetual remembrance of this agreement that each raise a heap of stones, which the Indians said they understood better than the signing of a writing. "Two heaps of stones were accordingly raised in y^e place of treaty, that is to Say the Commissioners on y^e English part each of them laid one foundation stone, and the men then present with them made up the heap in a Square piramide, And the Indian Sagamores each of them for their p^t likewise laid a foundation stone, & then all the Indians and their Children made up their heape in a

*Massachusetts Archives, vol. 30, p. 464.

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roundish piramide, to west of the English upon the point formerly called Andrew's his point, now mutually Agreed foreuer hereafter to be called the two Brothers point from y^e two Pillars."

No sooner, however, had peace been assured than rumors of fresh hostilities by the French and Indians began to be circulated. On July 9, 1703, friendly Indians brought news that a French ship was at Mount Desert, and Governor Dudley communicated* his intention of sending "one of the best Sailing Shallops of Marblehead under the Command of the Lieutenant of her Majesties ship *Gosport* & twenty or thirty of her men with the allowance and Consent of Capt. Thomas Smith their Commander, to discover & Report what they should see." The Indians were to be presented each with a good coat, shirt, neckcloth and hat, and were to return in the shallop. In August, after the terrible massacre at Wells, the militia was called out, the Governor writing to Colonel Hathorne at Salem and Colonel Wainwright at Ipswich to encourage the enlistment of volunteers. He also ordered Captain Southack to sail with the *Province Galley* "to Sagadahoc and demand of the French and Indians the prisoners in their hands." Arrived at Casco Bay, Captain Southack was a witness of the horrible ravages of the five hundred or more Indians who were besieging the fort, sheltering themselves under a steep bank by the water side and burrowing their way towards the rampart. Sailing into the harbor on the third day of the attack, he recaptured three small vessels that the Indians had taken along the coast, and destroyed a great number of their canoes, upon which they gave up their enterprise and disappeared.† John German, chirurgion of the Galley, found‡ nine persons "extremely maimed & wounded who by y^e blessing of God on his endeavors, he perfectly cured, and haveing spent y^e chief part of y^e season in which he should have prepared matters for his home Practice in y^e service of y^e Publick." The wounded under his care included Major

*Council Records, vol. 7, p. 404.

†Parkman's "A Half Century of Conflict," vol. 1, p. 43.

‡Massachusetts Archives, vol. 62, pp. 459, 461.

John March, Nicolas Tucker, William Wentworth, Joseph Gerrish, Thomas Rose, William Webb's wife, widow Abigail Viny, Jabez Sweet and Sergeant Taylor.

For more than a year after this the Galley continued in the government service. She was now about ten years old and had been repaired and rebuilt once, at least. It was apparent from the following address* of Governor Dudley, October 26, 1704, that she had outlived her usefulness. He said :

I have to Recommend to you the Consideration of the Gally which is our only force at sea, and is found so very unfit for the service, that every skillful man of the Sea and The Good Commander we have in her, thinks it of absolute necessity that she be disposed of and a better bought Or built for that service especially at this time when the *Gosport* is Commanded home which is the only Ship of Warr that has lately attended her Majesty's service here.

A committee was accordingly appointed the following month to consider the disposal of the Galley and to "report speedily, for the demand is great," and November 17, 1704, it was voted that "the *Province Galley* be disposed of to the best advantage and another suitable ship or galley for use of this Province be built and fitted to guard the sea coast to be called the *Province Galley*, not exceeding 160 tons, to carry 16 or 18 guns & that the old guns & stores be reserved as far as suitable." John Phillips, John Foster, Andrew Belcher and Samuel Legg were appointed a committee to supervise the building, the contract calling for a vessel of "seventy two foot keele Twenty four foot Beam eighteen foot hold at £4 p Tun," proposing that one foot more be added to her breadth and six inches to her depth, and to carry eighteen guns, at a cost of £2000.† The workmen engaged on the new Galley were spurred to increased activity by a demand for more protection along the coast, which moved the Governor on April 6, 1705, to communicate to the Council letters received from Colonel Hathorne and Major Sewall of Salem "to acquaint his Excell^y that on the 2d curreant some Fishing shallops were chased by a vessel into Cape Anne; and that on the 4th curreant a Ketch bound out to

*Massachusetts Archives, vol. 108, p. 19.

†Massachusetts Council Records, vol. 4, p. 126.

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sea saw two Vessels lying by off Cape Ann and the wind comeing contrary said Ketch put into Salem, gave the information of the said two Vessels, which they could not make perfectly, the weather being Foggy, for fear they are French Privateers." In this crisis, it was advised "that a Well Sayling Shallop, wth six men and Oares be forthwith set out for a spye Boat, and to give notice to inward bound Vessels, and that the new Galley be equipped with all possible dispatch."

The second *Province Galley* was launched* on April 2, 1705. She was in command of Captain Southack, and Rev. Peter Thacher of Boston was appointed Chaplain. The committee's report† on the cost of building was made May 31, 1705, as follows : to Joshua Gee, Builder for ye Hull, £949. 2s. 10d. ; Joseph Belknap for springskins, £1. 11s. 6d. ; John Brewer & Co., Riggers, £3. 2s. ; David Norton, for Carriages, £13. 19s. 6d. ; Benja. Brown, for oars, £7. 2s. 6d. ; William Partridge, Esq., for oars, £10. 16s. 8d. ; Nico. Hopein & Co., Riggers, £19. 9s. 6d. ; John Borland, for Sundries, £19. 5s. 9d. ; John George, £45. 8s. 6d. ; Samuell Bayley, £14. 19s. 7d. ; Ephraim Hunt, smith, £281. 17s. 3d. ; Benja. Halawell, £4. 6s. 2d. Nathl. Wheelar, smith, £3. 16s. 1d. ; Andrew Cunningham, Glazier, £2. 17s. 4d. ; Joseph Lowel, £3. 1s. ; John Foy, Junr., 2 Bills, £22. ; James Russell, Esq., £17. 2s. ; Ado. Bulfinch, £16. 3s. ; Samuell Wentworth, £1. 2s. ; Cyprian Southack, £29. 3s. 9d. ; Thomas Clarke, £4. 8s. 5d. ; James Barton, £86. 14s. 6d. ; John Eustis, £9. 17s. 4d. ; James Hawkins, £1. 9d. ; John Eustis, £1. 14s. ; Henry Wakefield & Brown, £45. 19s. ; John Smith, 7s. ; Samuell Greenwood, £20. 8d. ; David Copp, £3. 5s. ; Joseph Hiller, £2. 4d. ; John Gerrish, £3. 14s. 4d. ; Joanna Perry, £3. 13s. 8d. ; Hugh Reed & Co., Riggers, £10. 14s. 6d. ; Benja. Mors, £4. 6s. ; Jonathan Adams, £52. 7s. 4d. ; George Robinson, £30. 5s. 10d. ; Joseph Allen, £5. ; Allexr. Miller, £1. 1s. ; John Mico, £128. 3s. 9d. ; Andrew Belcher, Esq., £907. 8s. 7d. ; Nathl. Shannon, Selling ye old Galley, 6s. ; Henry Francklyn, for wine at ye sale, 2s. 6d. ; A Book to keep ye Accots.

*Boston News-Letter.

†Massachusetts Archives, vol. 108, p. 28.

of said Ships; total, £2788. 14s. 5d. Contra: Jan. 20, 1704-5. By a warrant of his Excellency in Council Dated Dec. 30th to the Treasurer for £2000; Apr. 24. By the old Province Galley Sold for £410.; to Bal., £378. 14s. 5d.

The picture of the *Province Galley* reproduced at the beginning of this article is from a contemporary drawing of Fort William and Mary at Piscataqua in the British Museum, a copy of which is in the Crown Collection at the Harvard Library. Although regrettably small, the vessel is sufficiently distinct to show two masts. This fact, together with mention in several instances of the "mizzen mast," proves that the picture of a sloop reproduced as the *Province Galley*, notably from the Burgis engraving of "Boston Light," made in 1729, is incorrect. The Galley was wrecked thirteen years before that date.*

In the late summer of 1706 an accident occurred in which six of her men were drowned. The Council had just voted to provide her with a new foresail, a foretop-sail, a maintopsail and a new cable of eleven or twelve inches. The *Boston News Letter* of September 30, 1706, tells the story: "On Saturday a sad and awful Providence fell out; There was 14 men on Board the Pinnacle of her Majestys Ship the Province Galley coming from Nantasket to Boston, who about two aClock in the afternoon with little or no Wind off Long-Island Head by a Jeeb of the Sail over set the Pinnacle, eight of the men were saved and the other six were drowned, viz: Mr. Nicholas, Thomas Jones, Christopher Hunlock, Samuel Payne, John Mayhew, John Johnson and Deras Dennison, a Frenchman and Chirurgion."

One of the most important expeditions in which the *Province Galley* was concerned was the attack on Port Royal in 1707, and in this expedition Essex County men figured prominently. The several previous expeditions under Colonel Church and others had been miserable failures. About this time Governor Dudley was being accused openly of illegal and mercenary proceedings with

*The writer is indebted to Mr. John H. Edmonds, in charge of the Archives Department at the State House, Boston, for assistance in securing this photograph.

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the French and Indians, and it was currently reported that others in the common walks of life were equally guilty. Captain John Calley of Marblehead, who was in London in June of this year, was one of the Colonists called to testify, and he made an affidavit, which was laid before the Queen and Council, in relation to the collusion.* He deposed that he "was sent in the *Province Galley* to look for other persons that had likewise been and were trading with the French and Indians," and he found Wm. Rouse, John Philips and Ebenezer Coffin, "and the Governor sought to have them tried for high misdemeanors instead of treason." The popular demand, however, was to "go and destroy that nest of hornets," and the Governor heeded the call.

Accordingly the transports set out from Nantasket, May 12, 1707. It is interesting to note the part Essex County had in this affair, both on sea and land. The *Province Galley* was there with 24 guns, commanded by Captain Southack, and among the transports were the sloop *Mary and Abigail*, Captain Newman, of Ipswich, the sloop *Richard and Sarah*, Richard Carr, of Salisbury, and the brigantine *Hope*, Samuel Waters, of Salem, all under Captain Charles Stuckley of the *Deptford* of the Royal Navy, 50 guns, as convoy and in charge of the entire fleet. John Collins of Salem, on the *Deptford*, was chief pilot, he having received orders from Governor Dudley "to take charge of said ship as pilot extra, being informed of your skill and ability." There were also thirty-six whaleboats and several open sloops for whaleboats, including the *Success*, Stephen Poor, of Newbury, the *Speedwell*, Elisha Corney of Gloucester, and the *Endeavour*, Gideon Lowell, of Newbury. Among the other pilots,† William Woodbury, Mark Hascoll, Robert Rowles, John Webb, John Elwell and Timothy Soames were "said to be very good pylots for port Royall & Nova Scotia Coast;" John Allen, Humphrey Woodbury and Samuel Lambert were recorded as "good Pylots for y^e Coast of Cape Sables alias Nova Scotia & off y^e Cape;" Christopher Browne was "a prattling old fellow chiefly knowing on y^e land amongst y^e

*Sewall Papers, vol. 2, page 51.

†Massachusetts Archives, vol. 71, p. 316.

habitations of port Royall;" while Michael Coombs and Charles Green of Marblehead, excellent first-rate pilots, "absconded" after being summoned.

The land forces under Colonel John March of Newbury, as Commander-in-Chief, were transported to Nova Scotia by this Provincial Navy, the roster of officers from Essex County including the following: Field Marshal, John Gyles of Salisbury; Field Officers, Colonel Francis Wainwright and Colonel Samuel Appleton, both of Ipswich; Lieutenant Matthew Perkins, Ensign Abraham Tilton, Lieutenant Isaac Appleton, Ensign Edward Wade, all of Ipswich; Lieutenant James March, Jr., Ensign Hugh Pike, Capt. Richard Kent, Lieut. John March, Jr., Ensign Benjamin Smith, Captain James March, all of Newbury; Captain Joseph Boynton of Topsfield; Lieutenant Thomas Gage, Ensign Joseph Jewett of Rowley; Captain Theophilus Burrill, Lieutenant John Poole, Ensign Hananiah Hutchinson of Lynn; Captain Jonathan Putnam, Lieutenant Thomas Whittredge, Ensign Josiah Willard of Salem; Lieutenant John Foott, Ensign Samuel Swan of Amesbury; Israel March of Newbury, Surgeon's Mate; Daniel Epps of Salem, Chaplain.

The failure of the expedition was attributed to Colonel March, and if the charges of inefficiency were true, it was perhaps due more to ill health than to his incompetency. Certainly his previous campaigns had shown wonderful bravery and energy to endure the perils of the frontier. Colonel Appleton returned to Boston for orders. Colonel March, with the land and naval forces under his command, sailed for Casco Bay on the *Province Galley*, accompanied by William Dudley and other officers. During debates in the Council, when March's command was taken away and commissioners were appointed to direct affairs in Nova Scotia, it developed that there were "8 pieces 4 pounders & 8 pateraroes" belonging to the Galley which it was suggested might be mounted on any of the works.

The following letter,* written by Colonel March to the Governor, dated June 13, 1707, "On board the *Province Galley*, 3 Leagues western of Mantenices," refers to the misrepresentations of his service:

*Massachusetts Archives, vol. 71, p. 357.

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Sr.

By reason of foggy weather and Contrary winds we have parted our fleet One Briganteen and six Sloops haveing Eight Compas being absent from ye rest of our fleet, in this place, who your Excellly will return with such Reinforcements as shall be necessary which the Gentlemen will fully Informe your Excellly off, to whom I must refer your Excellly in all matters relating to our proceeding hitherto and to come, By a Councill of war assembled this day was resolved that the fleet get into Casco or piscataqua to wait your Orders and Directions, And I must pray your Excellencys favour in ye reinforcement to send Some of these Braue Officers, who are Desireous of our return to ye Camp that they may justly and Reasonably judge of and assist in all affairs. I also pray Your Excellency not to misconstrue our Actions By the various reports Spread abroad by some Ignorant and ill affected persons who make it their Business to Lessen every action that Do's not agree with their opinions. I humbly Refer to Colo Redknap, Left. Colo Appleton and Captain Holmes who are appoynted to wait on Your Excellly and am heartily willing to return whensoever commanded.

However, Colonel March seems to have retained the confidence of Governor Dudley, who ordered him, September 24, 1707, with his company on board the brigantine *Hope*, to sail to Winter Harbour, also at the same time ordering the *Province Galley* "to cruise along the north shore and to visit all the harbours from Saco to Casco Bay, and further East, to intercept the Enemy in their drawing off and return." About this time, M. Subercase, the French Governor-general, offered 2000 crowns for the capture of the Galley, a privateer having been sent out for that purpose.*

The Council records contain frequent references to expenses of the *Province Galley* while in government service. From May, 1706, to March, 1707, she was allowed "for sloop hire to transport provisions & Stores, for Impressing men, Rigging & fitting & cleaning her," the sum of £47. 10s.; Captain Southack and three sailors received for wages from Nov. 9 to Feb. 14, 1706, the sum of £55. 6s., and the following year he was allowed £6 a month wages as commander and purser to victual the men.

*Boston News-Letter, Sept. 27—Oct. 4, 1707.

On June 14, 1709, the Galley was ordered to be victualled for the proposed attack upon Port Royal, in which the forces by sea and land, after waiting several months for aid from England which did not come, were discharged on account of the approach of winter. Originally designed to protect the coast, she had been taken many times from that service to engage in wars with the French and Indians. Each occasion met with strenuous opposition from the fishing interests, until she was either restored or another vessel ordered to this service. In answer to one protest it was voted, July 14, 1709, that "in the absence of the *Province Galley*, two of the most suitable sloops or other vessels that can be had not exceeding 90 tons each be taken up & equipped for war with 60 or 70 men each for guarding the coast until winter, with sufficient No. 7 great guns, good firelocks, pistols and back-swords or Pole axes."

With the abandonment of the expedition of 1709 to Nova Scotia, the Governor was asked in November of that year "to continue the Galley upon her cruise until Dec. 10 & longer if the season will permit, keeping the sea as much as the weather will allow, anchoring when there's a necessity for it at Cape Anne & Cape Cod and for the further security of the coast we think it absolutely necessary that there be purchased at the Charge of the Province a good sayling sloop to be kept out upon Suitable cruises for protection of trade." The following year, when she was again taken off the coast guard for another expedition to help "insult" the French and Indians, there was such indignation among the fishermen of Salem, Gloucester and Marblehead that the following petition* was prepared "To the Queen's Most Excellent Majestie:"

That in this time of Warr the whole fishery of this province is very much exposed to the Insults of the Comon Enimie & that we have suffred Greatly for want of a Guard Ship to attend them, and the pressing occations of the province for the Guarding the Coast & frontiers by land has been such that they have not been able to afford any Guard to the fishry this last Sumer and the fishing trade of this province being beneficial to Great Britain in the Expence of the manufactory thereof & returns made thereby & Generall benefit

*Pickering Mss., Essex Institute.

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to this province & the persons particularly concerned & employed therein we humbly pray your most excellent Majestie will be pleased to afford a small frigot to be a guard to the fishery of this province. . . . The fishery of New England is of Considerable advantage to Great Britain in Supplying the fishery with hooks, lead Lines and all manner of Clothing Linon & wollen & much of the salt used in the fishery comes from Portugall & the building y^e fishing vessels is principally with the Efforts of the manufactory of Great Britain & they are suplyed with Cordage Saile Cloth & Iron from hence by the Ships belonging to England for Bilbo portugall Leghorne & y^e west Indies by wch meanes Returnes are made to England for the manufacture of England brought hither, the Customes of Goods brought from England & the return made thither thereby is very considerable and it is a considerable suport to the Governmt of this province. there is about 80 deck of vessells belonging to the province of Massachusetts Bay y^t usually fish on the coast shores & Banks of Nova Scotia besides those of New Hampshire & there would be more if guard can be obtained. We have had seaven of Our fishing taken y^e last Sumer 1709 & many others disturbed & some wholly discouraged.

Whether this petition was recognized is not known, but another memorial was presented in 1710, signed by Daniel Bray, John Elkins, John Collins, William Browne, William Herbert and John Daken of Salem, Samuel Tompson and Nicholas Dening of Chebacco, John Corney and James Benet of Gloucester, Thomas Pitman of Manchester, and John Collier, John Calley, Jr., and others of Marblehead, as follows :

That the Fishery of this country is the most valuable comodity that is raised therein for the making returnes for Great Britaine and of Generall advantage to the whole province especially to those concerned and employed therein. But so it is that by reason of the French and Indian Enimies about and upon the Coast of Cape Sables and other fishing grounds, the Fishery for the remainder of this season is like to be wholly lost. The fishermen and owners being discouraged by reason the french and Indians are so many, and have severall Vessels and Shalowsays wherewith they may be surprized and molested and their lives and liberty endangered it is humbly proposed that a Guard Sloop of about 50 tuns with 30 Men 4 or 6 Guns might be ordered to be Equipt for the service and the Charge thereof borne by the publique and the persons imeadiatly concerned.

At this period in the career of the *Province Galley*, a Salem shipmaster, Captain William Pickering, became identified with it and other government naval service. As early as 1707 Captain Pickering was given a commission by Governor Joseph Dudley as commander of a vessel which should officially represent the Province for the protection of the fisheries in the Eastern waters. The appointment was made upon petition of Major Stephen Sewall and Captain Edward Brattle, who agreed to arm and equip in a warlike manner such a vessel at their own charge, to be manned by 25 or 30 soldiers and sailors. The original commission* authorized him to "war, fight, kill and exercise all Acts of Hostility upon and against her maj^{ty}'s said Enemys & Rebels, their Vessells Boates and Goods to take and make prize of," for the space of four months, "If the War with france so long last." The Captain's instructions were "from time to time to take under your care and convoy the Fishing Vessells, in a Fleet, both out and home and attend them on the Fishing Grounds and in the harbours, Keeping them so near together as their Fishing may allow, that you may be the better able to cover and Protect them who are to be perfectly under your Direction. . . . And in case you meet with or be attacked by any of the Enemy, you may, upon such Exigence, take a man out of Each Vessell further to reinforce you."

Captain Pickering was commissioned commander of the brigantine *Hope* the next year, instructions given by the Governor being as follows :

Province of the
Massachusetts Bay
in New England

By his Ex^{cy} Joseph Dudley Esqr Capt
General & Govern^r in Chief in & over
Her Maj^{ty}'s Province & Vice Ad-
miral of y^e Same.

*Massachusetts Archives, vol. 68, pp. 90, 91.

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Instructions to be Observed by Capt William Pickering, Command of the Briganteen Hope, In Pursuance of the Commission or Letters of Mart herewith given him.

First. You are to keep good Orders among your Vessells Company; That Swearing, Drunkenness & prophaneness be Avoided or duely punished, And that God be duly Worshipped.

2ly You are upon all Occasions to Endeavour the maintaining of her Matys honour, and to give Protection to her Subjects by Endeavouring to Secure them in their Trade, & in no wise to hurt Or Injure any of her Matys Subjects, Friends or Allies.

3ly You are to Take, Seize, Sinke or destroy any of the Ships, Vessels or Goods belonging to France, or Spain their Vassals or Subjects the Declared Enemies of the Crown of Great Britain & Ireland; And all Such Ships and Vessels with their Ladeing, Goods & Merchandizes whatsoever which you shall happen to Seize or Take, you are to carry or Send into Some Port or Ports within Her Matys Kingdoms or Dominions, to be proceeded against & adjudged.

But In Observance of her Matys Express Command, you are Strictly Charged, not to do or Commit any Injury, Violence, Spoyle or Molestation upon or within the main Land of the Continent or of the Islands or Plantations belonging to ye Spaniards in America or against any of the Subjects of the Crown of Great Britain & Ireland or the Subjects of the States General or any of them, Or their Ships, Vessels & Goods, that shall be found coming to or going from any Port or place in the Spanish West Indies being for the Proper Accompt & Risque of the Subjects of the Crown of Great Britain & Ireland; or of the Subjects of ye sd States General respectively, any thing Contained in the Declaration of War against Spain or in yr Commission or Instructions notwithstanding provided That no Goods whatsoever belonging to the Inhabitants of France or its Vassals, or any others Inhabiting within the Dominions & Territorys of that Crown, Nor any Contraband Goods, Stores or Provisions of War be permitted to be carryed to any Spanish Plantations in any ship whatsoever, but that they may be and are Declared to be Liable to Seizure & Confiscation as before the giving of this Instruction. Provided also That you may still attack, take & possess your selfe of any Spanish Ship, Vessel or Gallion either on the main Sea or in fresh Waters or in any Port, Bay, Creeke or harbour in America, as well as elsewhere, and to Seize and bring away the same. And all Treasure Goods & Merchandize which may be found on board ye Same according to the Intent & Meaning of the first part of this & ye following Instructions.

4ly You are to Take Effectual care that no Money, Goods, Merchandizes or what else shall be taken by you in any Ship, Vessel or otherwise, be Imbezeld, purloyned, Concealed or Conveyed away &

that Bulk be not broken, until the Same be first adjudged to be Lawful Prize, & Order given for the landing & Secureing thereof as by Law is Directed. You are — carefully to preserve all Books, Papers, Letters & Writings which shall be found in any Ship or Vessel by you taken, to ye Intent a more Clear Evidence & Discovery may be made to what persons such Ship or Vessel & her Lading did belong.

5ly You are to Take care That no person or Persons taken or Surprized by you in any Ship or Vessel as aforesd though known to be of ye Enemies side, be in Cold blood killed, Machined or be Tortured or Cruelly Inhumanely Treated Contrary to the Common Usage or just Permission of War.

6ly You may not at any time by Virtue of the sd Commission or Letters of Mart wear on board your sd Briganteen any other Jack than such as is Directed by her Matys Royal Proclamation of July 28th 1707 to be worne by such Ships as have Commissions of Letters of Mart or Reprizal. And upon meeting with any of Her Matys Ships of War, You are to pay all Customary Respects to them according to the Laws and Orders of the Sea.

7ly You are to take care, That the Prisoners which you shall take in any Prize Ship or Vessel, or so many of them as you may be able to keep under Command, Especially the Officers or more principal of them, be brought or Sent into your Commission Port or where else within her Matys Dominions you Send yor prizes To the Intent there may be the more full Evidence for Condemning the Same; And also an advantage for the Exchange of Prisoners.

Lastly. You are Carefully to Observe and keep all the foregoing Articles and Instructions, and not to make any breach thereof, Or of her Matys Laws respecting Letters of Mart or Reprizal, and Prize Ships and Goods, And to See that the full & just parts & shares of all Prize Ships, Vessels and Goods as shall be Taken & Seized by you Accrueing unto Her Majesty and the Lord high Admiral be duely & truely Answered & paid.

Given under my hand at Boston the First day of May 1708, In the Seventh year of Her Majesty's Reign.

J. Dudley.

On May 2, 1709, it was ordered by the Governor and Council that the "Brigantine Hope, Capt. Pickering, now laden for Newfoundland, be taken up, have part of her lading put on shore, guns loaded, proceed to Newfoundland, lately surprized by the French, with a Passport and Instructions as a Flag of Truce, to fetch off the English Prisoners, but with design to gain intelligence of the

state of that Country; and to relieve the necessities of the Planters."

The *Hope*, Joshua Pickman, master, was owned by Andrew Belcher, and had been taken by the Governor for Province duty, as the following instructions to the master will show :

Boston the 27th July 1709

Mr Joshua Pickman

You being master of the Brigantine *Hope*, and being cleared at Custome house for Newfoundland, you are to observe the order and Direction of Capⁿ William Pickering who goeth with you, for yor setting sail from hence, and so During the Voyage untill you return to this place, in case of his mortalitie you are to observe the order & Directions I have given to him referring to the Cargo I have laden aboard for which you have signed bills of Lading. Committing you to Divine Protection I Rest

Y^r Loveing Owner

And^r Belcher

Perhaps Captain Pickering discharged these duties in such a satisfactory manner that he was in line for higher honors. At any rate it is certain that he was a skillful and seasoned navigator, and that on January 17, 1709, he was commissioned* commander of the *Province Galley*. Colonel Timothy Pickering, in his Memorandum Book, attributes his relative's appointment to the following incident :

That in Queen Anne's war (at the beginning of the present century) he was the master or skipper of a fishing vessell; that off Cape Breton in calm weather he was attacked by a shallop containing about thirty Frenchmen. When the enemy approached, the crew were for surrendering, being only six or seven in number; but as they had each a musket, and their vessel was fixed with *close quarters*, William Pickering, the master, told them if they would only load their guns, he would fire them all himself. They did so. As the Frenchmen rode up astern and came within musket shot, he began to fire out of the cabin windows. They rowed the faster, but he continued firing until they got up to the stern. Then he shut fast the cabin windows, and they all ran forward to the forecastle, in which were loopholes. By the time they reached the forecastle; the Frenchmen were climbing over the stern. He

*Pickering Mss., Essex Institute.

renewed his fire, and in the whole defence of his vessel killed and wounded so many that the survivors took to their shallop and rowed off as expeditiously as possible. This signal act of bravery and good conduct procured him great applause, and occasioned his appointment to the command of the *Boston Galley*, a ship which had been provided and armed by the Province of Massachusetts for the protection of its commerce.

Upon information of a French privateer sloop from Martinique with 150 men attacking shipping near this coast, it was ordered, May 19, 1710, that the *Province Galley's* crew be increased to 110 men. She was to proceed, with the guard sloop *Anne*, Captain Carver, with 80 men, to Rhode Island, to act as convoy for provision vessels coming from Connecticut. Ten days later news was received of a fishing vessel being taken off Plymouth, and the Galley was ordered there, with the *Anne*, "to pursue the enemy upon the shoals where there is not water enough for the ship, and reinforce the Galley with 20 matrosses." It cost the Province £14. 5s. for the services of John Cook, bombardier, and the matrosses on this expedition.

Governor Dudley's instructions,* addressed "On Her Maj^{ty}'s Service. To Captain Wm. Pickering, Commander of Her Maj^{ty}'s Ship Province Galley," were as follows:

Boston, 17th of May, 1710

You have my order of this day forthwith to find Her Maj^{ty}'s Sloop *Anne* Capⁿ Carver Command^r now out upon her Cruise in her Station, which you know, and to keep so near together as to give Assistance to Each other as the Service may demand.

And for your present Enforcement, I Direct you to take one man of three out of the Coasters and Fishery, to be discharged again wⁿ you can be Enforced out of inward bound ships, or otherwise Supply'd, make up your own complement one hundred and twenty, and Carver Eighty, Give him a share of the men you take, continue together to the end of your present Cruise.

I am Sr your servant

J. Dudley.

A copy of Captain Robert Carver's instructions,† dated March 29, 1710, was sent by him to Captain Pickering, with

*Pickering Mss., Essex Institute.

†Pickering Mss., Essex Institute.

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a postscript as to how they should recognize one another, as follows :

Massach^{ts}

By his Excellency The Governour

You are hereby ordered To Sail on a Cruise with Her Matys Sloop Anne, Takeing under your Convoy all the Coasting provision vessels & others Bound to the westward that are Ready & shall attend you. See them saif To The Sandy Point of Manamoit, & then keep your station from the said Point To the head of Cape Codd forward & Backward untill the Eleventh day of Aprill next & proceed with what speed you may To new London & There Take up all the Coast-ers Bound into this Bay That shall be Ready To Join you. Stay not There more than Twenty-four hours unless you be detained by Contrary winds & Bad weather but make all Dispatch back again with the vessels under your Convoy & see them saif into Port—upon your arrivall anchor a little above Castle William & attend mee To Receive Further Orders—

I allow you a discretion To alter your Station in quest of the Enemy as you may Receive Intelligence & Descry any Sail or to Give assistance To any merchant ship or vessel. Take care that God be daily worshiped By public prayer To him morning & evening & in Reading some portion of the holy Scriptures Religiously observe the Lord's Day as farr as your Circumstances will admitt.

Govern your men well assert your own Just authority suppress & punish all mutinys, Disobedience immorality vice & prophaness, Maintain Her Maties honour In your post & Do nothing unworthy or unbecoming the Commission & Character you Bear.

Bee verry Carefull to keep good Lookout & By Every opportunity advise mee of all occurrants—If you happen to be attacked by the Enemy superior in force to You Repair if you can to the Province Galley for assistance To which End you have Given you herewith a Coppy of Capt Pickerings Sayling orders That you may know his Station & where probably To meet him. Give him a Coppy of yours, you are to observe These as Standing Instructions To you other then in what Relates to your present Cruise & Station.

Capt Pickering if you should see a Sloop that you Suspect to be ours hoist your Jack at the mizen peek without any other Collours & we will answer you with our Jack at the head of our mast So by this Signall we shall know each other.

Just how long Captain Pickering continued in this capacity cannot be determined, but it is certain that he was in command during the latter part of 1709, in 1710 and 1711. Some idea of the expense of keeping the

Galley in commission is shown by the muster roll from January to August, 1710, when the Province paid £1201. 10s. 6d. for wages, less £309. 15s. 8d. for Commissary. During this time Captain Pickering was allowed £17. 17s. 8d. for graving, raising seamen to man her, and for a trumpet.

On June 19, 1710, the Galley was provisioned* as follows: 28 bags of bread, bags to be returned; 9 barrels pork, 2 barrels beef, 9 bags peas, 1 quarter fresh beef, and 5 tuns and 14 gallons of beer. On September 4, 1710, Commissary-General Belcher received into his office from the *Province Galley* the following articles: 23 1-2 yds. Cape cloth at 3/, £3. 10s. 6d.; one speckled Linen white shirt, 8s.; 5 Cape cloth watch coats, £3. 11s. 8d.; 24 Frize Jackets, 15s. 4d.; Blankets, 16s. 6d.; blanket, 7s.; one piece blue cotton, at 18d., 13s. 1 1-2d.; 1 3-4 pounds thread, 7s.; total, £24. 17s. 19 1-2d.

At another time the Commissary-General wrote concerning requisitions of Captain Pickering: "I shall wayt on his Excellency and acquaint him with what you say referring to Dr. Standbury, and that you have supplied Capt. Carver with men, and wayt his orders to saile, as to Rum here is non; there is some at Cape Ann which you have an order for. I must desire you to call there for those things as soon as you can least they should be Embeseled."

The *Province Galley* was one of the fleet of 36 vessels which sailed from Nantasket, September 18, 1710, upon the expedition which successfully subdued Port Royal, under command of General Francis Nicholson, who is remembered today in Essex county as one of the founders of St. Michael's Church in Marblehead. Desertion among the sailors was a common occurrence and was becoming a menace, demoralizing the naval forces, as the following letter† from Governor Dudley to Secretary Addington shows:

Roxbury, 4 Sept. 1710.

Sr

It seems that Captain Pickering's hundred men are reduced to fifty & the General thereupon sends mee an order refering to her

*Pickering Mss., Essex Institute.

Massachusetts Archives, vol. 51, p. 202.

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fitting. I pray that the Commissary will let the Victuals & stores be presently sent on board the whole affayre on our part depends upon it & let there be a Method taken for saylors Mr Pickering if he intends to discover how the saylours love him, at the cost of the province, he will prove himself an ill husband and will trade for me no more, it must needs be his connivance to let so many saylours desert. We must have saylours or we are undone.

I am sr your humble sert

J. Dudley.

In another letter of the same date, the Governor writes: "Agreeable to the Desire of the Council of Warr of this date I pray of you that a. s. flic attended by a Trooper be sent for the several Pilots to Salem, Marblehead, Cape Ann and other ports so that they lose no time till they have delivered them on board the province Galey to Captain Southack or his officer attending he service."

Whether or not Captain Pickering's command was taken away on account of the desertions is not clear, but he was suspended for some reason for a few months, for on March 16, 1711, it was

Ordered that His Excellency the Governr be Intreated to Restore Capt: Wm Pickering to the Command of the Province Galley.

That he be Allowed after the rate of eight Pounds p month, for the year currnt or for Such time thereof as he shall bear that Command.

And that the Victualling of the sd Ship for the year currnt be in the Proportions following vizt

One pound of Bread, Three Quarts of Beer, & halfe a Pint of Peas, to a man p Day.

And Two messe Pieces of meat, to five men p Day.*

Captain Pickering was reinstated, and the *Province Galley* was ordered to take part in the gigantic expedition for the conquest of all Canada in the summer of this year. Admiral Walker had come from England with a large force of soldiers whom the colonists found it difficult to quarter and feed. The government had ordered the Galley to be fitted and victualled for the attack, with a crew of 79 sailors, but before this could be carried out, Admiral Walker sent out his instructions by Captain Matthews of the *Chester* man-of-war to Captain Pickering,

*Massachusetts Archives, vol. 63, p. 178.

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A Muster Roll of the Company in Her Majesties

1711 Service under the Command of *William Pickering* Captain, *Vic. of Province Galley*

Mens Names	Quality	Of what Town	Whether Names of Fathers, or Sons under Age, and for Age	Time of Service	Till what Time in the Service	Whole Time of Service	Pro- vince Aims.	The whole of Wages Due to each Man.		Where each Re- ceiv'd of the Com- munity Gr. in part.		Balance Due to each Man.	
								l.	s.	l.	s.	l.	s.
<i>William Pickering</i>	Capt	<i>Salom</i>		March 19	Aug 1	4 23	183	38	11	5	38	11	5
<i>Wm Wedderburn</i>	Ensign	<i>Wm Wedderburn</i>		Ditto 21	Ditto 1	4 21	5	23	15	0	11	4	23
<i>George Myles</i>	Lieut.	<i>Salom</i>		Ditto 21	Ditto 1	4 21	4	19	0	0	19	0	0
<i>Robert Stanbury</i>	Drum	<i>Ditto</i>		Ditto 21	Ditto 1	4 21	3	12	17	2	18	6	16
<i>Wm Leach</i>	Serjeant	<i>Ditto</i>		Ditto 19	Ditto 1	4 23	1	10	7	4	9	6	15
<i>David Pitt</i>	Ditto	<i>Ditto</i>		Ditto 19	Ditto 1	4 23	1	10	7	4	7	4	7
<i>James Pickering</i>	Ditto	<i>Ditto</i>		Ditto 19	Ditto 1	4 23	1	10	7	4	7	4	7
<i>Charles Pym</i>	Ditto	<i>Ditto</i>		Ditto 21	Ditto 1	4 21	1	10	6	2	6	2	6
<i>Malley Foot</i>	Serjeant	<i>Ditto</i>		Ditto 21	Ditto 1	4 21	3	0	14	6	1	8	9
<i>Francis Magill</i>	Ditto	<i>Ditto</i>		Ditto 21	Ditto 1	4 21	1	10	7	2	6	1	8
<i>John Wedder</i>	Ditto	<i>Ditto</i>		Ditto 26	Ditto 1	4 16	2	0	9	2	10	9	2
<i>Johnathan Wedder</i>	Ditto	<i>Ditto</i>		April 21	July 28	3 14	1	10	5	5	0	1	18
<i>Abel Robinson</i>	Ditto	<i>Ditto</i>		Ditto 20	Aug 1	3 18	2	0	7	5	8	2	8
<i>William Calum</i>	Ditto	<i>Ditto</i>		Ditto 22	Aug 28	3 12	1	10	5	2	11	2	10
<i>Wm Whitfield</i>	Ditto	<i>Ditto</i>		Ditto 22	May 23	3 02	1	10	1	12	1	1	10
<i>Joseph Wherry</i>	Ditto	<i>Ditto</i>		Ditto 23	Ditto 1	0 8	1	10	0	8	7	5	0

MUSTER ROLL OF THE PROVINCE GALLEY, 1711.
From the original now in possession of the Essex Institute.

who was then at sea with the Galley, to convoy some British transports to New York. The Boston *News-Letter* of July 16, 1711, chronicles the arrival at New York of "2 store ships from Boston under convoy of the *Province Galley* Her Majesties Ship" and another under convoy of Her Majesties Ship *Kingston*. It further records her arrival on July 30 with some vessels laden with provisions. Captain Pickering, with the Galley, was thereby hindered from coming into port until after the expedition had sailed. She was to have proceeded under command of Captain Southack as pilot to the whole fleet. The cost of this expedition was a heavy burden upon the colonists, and many questions arose as to whether the Crown or the Colony were liable for the payment of the bills incurred. Peter Faneuil and others brought a bill of £1503. 5s. 8d. for fitting out the *Province Galley*, which the Province considered should be paid by the government in England, since it was ordered by Admiral Walker. Three years later a committee reported that inasmuch as "the Laying of her Deck with the other Fitting & Victualling was all begun some time after the Fleet departed from hence on the said Expedition, by agents appointed by Admiral Walker, He having left his orders with Cpt. Southack for that end, And Admiral Walker said the Day he sailed (as we are creditably informed) That both her Fitting & Victualling can in strictness be demanded & required of the Province; But as the Government have alwaies expressed a forward Zeal for her Majestie Service in that and the former Expeditions, So we humbly offer as our Opinion in Deference to her Majesties Royal Commands, for that Ship to be employed for that service as aforesaid that the bill be paid."*

The following Muster Roll, which was found among the Pickering manuscripts at the Essex Institute, is probably the only one relating to the Galley in existence. The matter inclosed in brackets is from other papers in the same collection.

*Massachusetts Archives, Council Records, vol. ix, p. 340.

Service under the Command of William Pickering Captain, Viz. of Province Galley 1711

•Hired by Mr. John Wadsworth of Duxbury.
†Hired by Eleazer Holmes of Plymouth.

Hired by Samuel Harlow of Plymouth.

***Hired by Mr. John Wadsworth of Duxbury.**

Hired by Eleazer Holmes of Plymouth.

William Kerly	Boswain	Ditto	Servt	Boswain	Ditto	21	4	21	14	3	6
Benja Tue	Corporall	Ditto			Ditto	21	4	21	7	1	0
Thos Macalestor	Che: Mate	Ditto			Ditto	21	4	21	9	08	6
John Roys		Ditto	Servtt to Thos Ruck		Ditto	23	4	19	11	12	5
James Newman		Ditto			April	25	3	10	0	13	08
Benja Mulbury	MidShipman	Ditto			Ditto	25	3	10	5	12	09
John Allin		Ditto	Servtt to Jno Sables		March	26	4	19	5	1	104
George Robin		Ditto	Servtt to Jno Sables		Ditto	26	4	19	4	15	044
Thos Woodbery		Ditto	Son		Ditto	21	4	21	7	1	0
Stephen Mondon		Beverly			April	23	3	12	2	09	10
John Born		Boston			March	28	4	14	4	4	8
Samll Baxtor		Lin			Ditto	23	2	24	4	2	4
Wm Boxly	qrtear	Strangr			Ditto	26	4	12	0	5	0
Peter Hill		Ditto			Ditto	25	4	13	0	1	7
Mathew Gannit		Marshfield			April	2	0	8	0	8	6
Jonathan Ingle		Ditto			Ditto	2	4	5	4	8	1
Joseph Royce [Rose]		Plimouth	Servtt to Jno Jones		Ditto	2	4	5	0	15	10
Danll Mahusett		Sittuate	Servtt to francis Curtis		Ditto	2	4	5	5	5	0
Wm Gilford		Setuate	[an able seaman]		Ditto	2	4	09	4	1	2
Thos Hatch		Ditto	Servtt to Solm Linkhorn		Ditto	2	4	5	4	4	4
francis Wood		Brigwtr			Ditto	2	2	16	3	1	10
Benja Witherill		Ditto			Ditto	2	4	5	5	6	10
Eleandr Stous		Boston			Ditto	2	4	2	4	7	3
Thos Ingle		Brigwatr	Servtt	Jno Sahles	Ditto	2	0	8	0	0	0
Isaac Nopy [Indian]		Eastham	Servtt	Shuball Goreham	Ditto	2	0	15	0	10	1
Joseph Rafe [Ralph]		Harustable	Indian Servtt	Jos: Sturges	March	26	0	23	1	19	11
Isaac Squepeage [Skippeog]		Sendich	Servtt	Shuball Goreham	Ditto	26	4	12	4	3	3
Samll Armequitt		Yermouth	Servtt	Jona How	Ditto	26	4	12	2	18	4
Peter Armequitt		Ditto	Indian Servtt	Ditto How	Ditto	26	4	12	2	4	8
Divis Nedd		harwich	Indian Servtt	Shubll Goreham	Ditto	26	2	23	1	3	1

¶Hired by Samuel Tupper of Sandwich.

¶Hired by John Pope of Sandwich.

Men's Names	Quality	Of What Town	Whether Servants Or Sons Under Age	Names of Fathers and Masters, of Sons under Age, and Servants	Time of Entrance on the Service		Whole Time of Service		Balance due to each Man		
					Months.	Days.	Month	Days	l.	s.	d.
Ham Indian		Harwich	Servt	Shubll Goreham	March	26	4	12	5	6	2
Solomon Zaeres					Ditto	26	3	10	1	2	5
Shabald Moses					Ditto	26	4	12	3	15	2
Samll Indian					Ditto	26	0	15	0	16	1
Jno Pederick	Coxen	Branstable	Servt	Ditto Goreham	April	20	3	15	3	8	9
Charle Green	qrtear	MHead			Ditto	20	1	24	3	1	0
Abra Lasher		Ditto			Ditto	19	3	16	2	9	6
James Stone		Ditto			Ditto	20	3	15	3	19	3
Joshua Edwards		Ditto		Jno Cleaves	Ditto	20	3	5	0	16	6
Wm Dagerre		Ditto	Servt		Ditto	20	1	26	0	17	6
Thos Brickly		Ditto			Ditto	23	3	12	1	14	6
John Pudney		Ditto			Ditto	25	3	0	1	4	2
Ebenr Hanever		Ditto			Ditto	25	3	10	4	7	6
Jedidiah Irish		Ditto			Ditto	28	3	10	3	4	2
George Barker	qrtear	Ditto			Ditto	29	1	15	0	6	3
David Balch		Ditto			Ditto	23	1	0	1	6	6
Jonathan Remadell		Ditto			Ditto	23	1	0	1	8	2
Moses Hart		Ditto			Ditto	23	1	0	1	9	8
Thomasfuollar		Ditto			Ditto	23	1	0	1	9	8
Humphry Parce		Ditto			Ditto	23	1	0	1	9	8
Samll Trap		Vinyard			Ditto	20	3	15	2	19	11
Wm Prince		Beverly			Ditto	16	3	19	3	9	3
Nehemiah Stone		Ditto	Servt to Jabes Backor		Ditto	21	0	07	0	7	06
Nathl Williams		Ditto			Ditto	21	1	23	2	9	7
Thos Hill		Ditto			Ditto	21	1	23	0	8	1
John Martin	Cook	Ditto			Ditto	21	3	17	3	8	7

Ebenzer Stevens		Ditto	Servtt to Peter Groves (age		21	8	14	3	11	8
Nehemiah Presson		Ditto	Son of Wm Presson undr		21	8	14	3	4	10
John Asman		Ditto	Servtt to Benja Ellingwood		21	8	18	4	4	1
Benja Leach		Mangestr			21	8	14	3	10	10
John Horsum		Ditto			21	8	14	4	8	6
Edward Herriden	Carptr	Mate	Cape ann		25	8	10	1	11	9
Simon Simlon		Vinyard			26	2	7	0	4	4
Xtopher Oliver		Strangr			17	0	11	0	11	7
Edward fry		Ditto			17	8	18	1	17	7
John Nelson		Ditto			17	8	18	3	12	0
William Davis	Bosw	Ditto			17	8	18	1	15	1
Marten Rouse		Ditto			17	0	11	0	11	7
John Sharp		Ditto			28	8	12	0	18	4
Nicholas Gary		Ditto			28	8	12	3	9	4
Richd Hart		Ditto			23	8	12	1	5	10
Xtopher Gaskin		Ditto			26	3	torn	2	4	4
Danli fraser		Ditto			25	8	torn	4	5	7
John Cristy		Ditto			25	3	torn	0	3	10
Isaac Roberson	MidShipman	Ditto			27	3	9	1	11	6
Henry Norsworthy	qrtear	Ditto			29	3	7	0	15	2
Danil Wallis	MidShipman	Ditto			29	3	7	0	10	7
John Young	gunr Mate	Ditto			29	3	7	2	2	7
John Ragnell	Sale Makr	Ditto			28	3	12	0	8	4
John Macoy	qrtear	Ditto			1	3	5	0	6	2
Rafe Wood	Chersters	Ditto			27	1	17	0	6	10
Edmond Bordman	Ditto	Ditto			27	1	17	0	8	4
Wm Bordman	Ditto	Ditto			27	1	17	1	3	0
John Tomson	Ditto	Ditto			27	1	17	1	10	4
Constantine Goslin	Armer	Ditto			27	2	04	0	4	10
Wm Whitford	gunr Mate	Ditto			27	1	17	0	16	7
Wm Langdon	N London	Ditto	Servtt to Petr Harris		25	8	10	1	0	9

Men's Names	Quality	Of What Town	Whether Servants Or Sons Under Age	Names of Fathers and Masters, of Sons, under Age, and Servants	Time of Entrance on the Service	Whole Time of Service		Balance Due to each Man
						Months.	Days.	
						Month	Days	l. s. d.
Wm Shephard		Strangr			June 12	1	18	0 0 0
Thos Shephard		Ditto			Ditto 12	1	18	2 2 11
Samll Woodbury		Salem			Ditto 12	1	18	1 15 3
Wm Pinson		Ditto			Ditto 12	1	18	0 8 11
Josiah Rament		Ditto			Ditto 12	1	18	1 19 9
Joseph Grafton	2 Mate	Ditto			April 10	4	1	7 9 7
Samll Barton		Ditto			May 19	0	23	1 4 5
John Richards		Ditto			Ditto 19	0	23	1 4 5
Jno Pott		Indian			July 22	0	6	1 6 4
								£72 12 10

Other names not included in the foregoing list, but given in the Pickering manuscripts, are: Bartholomew Cheevers, mariner, was discharged from service on the *Province Galley*, April 6, 1710, having hired Joachim Blackman, who had served already two years on the Galley. Benjamin Pickering, brother of William, served in 1709 and 1710. Thomas Rich and Humphrey Thomas were shipped April 25, 1711, and on the same date Joseph Mors from Col. Legg's Company of Marblehead, and Jno. Pitman and Mark Pitman from Captain Norden's Company of Marblehead.

Additional information concerning Plymouth county men, ordered by Nathaniel Thomas, April 4, 1711, to be sent to Boston and delivered to Capt. Pickering: Thomas Morton of Plymouth, under his father's tuition, Benja. Parnall served for him; Samuel Ramsden of Plimpton, Joseph Thomas, an Indian, in his place; Alexander Syas of Middlebury, Indian servant to Lieut. Lothrop, had been a fisherman. Receipt, dated January 19, 1710-11, for wages of 41s. for George Newman of Piscataqua, who served in the Galley the previous summer.

Perhaps the following year Captain Pickering had his turn as commander, for at a council of war held at Annapolis Royal June 15, 1711, it was determined again to ask Governor Dudley for repair of the fort and further protection from the enemy; also to immediately "send her Majestys ship 'Chester' to ride in the harbour and give us what assistance she can and in case of her being out upon any cruise that he would be pleased to order the Country Galley well Manned to attend this Station," until the *Chester* or some other frigate could relieve her. Accordingly the Galley proceeded, as related by Paul Mascarene, afterward Governor of Nova Scotia, in his "Narration of Events." He relates that "the Country Galley and two Brigantines came in order to take some Stores and follow the Fleet to Quebec. Captain Abercromby and I with six other officers had orders to leave the Garrison and attend the Expedition of Canada and accordingly we embarked on board the Galley and left Annapolis Royal 10th Sept., 1711."* The next year the Galley

*Nova Scotia Historical Society Collections, vol. 4, p. 84.

was ordered supplied with twelve oars thirty feet long and three hundred weight of tallow. In the summer of 1712 she took a prize, which formerly belonged to Captain Sanders, on board of which were 26 French and three Indians. She was accompanied by the sloop *Anne*, Captain Carver, and in September of the same year both vessels were ordered together to Cape Sables, on account of reports of more fishing vessels being taken by French privateers.*

The *Province Galley* continued in the service until the summer of 1713, when, the war being ended, there appeared to be no further use for her. She had been struck by lightning and was then "lying by the walls upon charge & under decay." She was finally ordered to be sold, by a committee composed of Commissary-General Belcher, Captain Thomas Hutchinson and Major Thomas Fitch, with all her tackle, apparel and stores, except her great and small guns, which were to be salvaged by the Commissary-General. It was apparently not easy to find a customer, for in the autumn of the same year the committee was again authorized to dispose of her, "with or without her guns." She was advertised for sale in the *Boston News-Letter*, February 3, 1713-14, at public vendue at the Crown Coffee House on King Street.

The Galley at first retained her old name after passing into private ownership, and in March following she was employed as a merchant vessel in the foreign trade under command of Captain Arthur Savage of Boston, who may have been also part owner, as she cleared from that port for Marblehead in that month. From an action† brought in 1716 by the Captain against John Oulton of Marblehead and Boston and Cornelius Waldo of Boston, merchants, who then owned three-fourths of the vessel, some idea of how she spent her remaining years is obtained. It appears that she was anchored in Marblehead harbor in 1714, while loading with fish brought in from Salem, Marblehead and Cape Ann, and the suit was brought on account of having delivered "bad refuse salt burnt Cape Sable fish" to be shipped aboard the *Province Galley*, in-

**Boston News-Letter*, July 21 and Sept. 8, 1712.

†*Suffolk Court Files*, Nos. 11,151, 11,153.

stead of good merchantable dry fish. Depositions by different members of the crew, as well as by those who brought the fish to the vessel, tell an interesting story. Peleg Wiswell testified that he was on the Galley on the voyage up the Mediterranean when they sold the whole cargo at Mattero, but when the purchaser found that the fish was bad, he refused to take it. Captain Savage was threatened with his life and was forced to sell the fish at Barcelona. James Calley, culler of fish for Marblehead, testified that he went to Salem to receive fish which he shipped in sloops belonging to Samuel Wakefield and Philip Hills to the Galley in Marblehead, but his ability as a culler was questioned by Wiswell, who declared that Calley "did not know a Pollock from a Cod, a Refuse from a Merchantable Cod fish, nor a salt burnt fish from one that was not salt burnt." Among those at Salem who delivered fish to Calley were William Hirst, Joseph Orne, Jr., and John Maule; others of Marblehead were Ambrose Boden, John Legg, Richard Skinner, Samuel Russell and William Stacey; John Palmer, Sr., also delivered a quantity. Colonel Legg made the fish, and Samuel Phillips, Jr., who belonged to the *Province Galley*, saw him picking it and testified that people said it was a shame to ship off fish that was so eaten up with salt. Nathaniel Greenwood and Andrew Pullen of Boston were also members of the crew.

The old Galley was destined not to sail the seas much longer. Captain Savage arrived in Boston from London, April 6, 1716, after a five weeks' passage. Inasmuch as he advertised in the Boston *News-Letter* of April 23, 1716, "to be sold at the White Horse near Mr. Colman's Church, Boston, the best sort of Bohea tea and coffee per the Pound likewise the long London Tobacco Pipes and Red Herrings per the Box or Barrel, Erthen Ware and Glasses per the Hogshead, fine Holland Tiles, Erthen and Stone Ware in Parcels, all very reasonable," it is presumed that these articles composed his return cargo. While in Marblehead harbor, engaged in loading with fish in 1714, the *Province Galley* had had the misfortune to foul and sink the sloop *Dragon*, whose owners brought

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suit and recovered judgment. As a result of this suit,* she was ordered by the Court of Admiralty to be sold September 3, 1716, by Mr. Ambrose Vincent at the Crown Coffee House in Boston. She was then lying at Long Wharf. Before that date arrived, however, the owners demanded that the sale be postponed for two weeks, when she should be "exposed to Sale by Inch of Candle at Mr. Selby's Coffee house in King Street." Her name was changed by the new owners a few weeks later to the *Shute Galley*, probably in honor of Samuel Shute, the new Governor, who arrived from England in October of that year. It is interesting to note that at this time Massachusetts had 190 vessels, employing 1100 men, and 150 small boats employing 600 men, in the fisheries along the coast. Luck seems not to have followed the change of name, for before the end of the year the old *Province Galley* went to pieces in a storm off Block Island, the *Boston News-Letter* of December 28, 1716, recording the disaster as follows :

On the 8th Currant, Capt. Othniel Beale, Commander of the Shute Galley, belonging to Boston, formerly called the Province Gally, was Cast away on the end of Block-Island, between Five & Six a'clock in the morning with a Southeast Storm of Snow, and very thick dark Weather, sav'd himself and Ten of his Men, with the assistance of some of the Inhabitants of the Island with much ado, the Ship broke all to pieces in a very short time, and Nine of her men Drowned, viz; Timothy Kembell, John Collis, James Sinclear, Joseph Farrant, Joseph Midleton, Griffith Hake, Thomas Jervie, the Cabin boy, and the Cook of the said Ship whose name could not be heard of; who were all found and buried on said Island.

Apparently a few of her appurtenances were salvaged from the wreck, for there was advertised to be sold "at public vendue at the Crown Coffee house on July 25, 1717, at 5 P. M., all the Rigging, Sails, Anchors, &c., that were saved from the wreck of the Shute Galley, now at Warehouse No. 19, on Long Wharf."

Closely connected with Essex County for many years, the old *Province Galley* finally went down, commanded and perhaps owned by an Essex County man, for Captain

*Suffolk Court Files, No. 10,647.

Othniel Beale was a native of Marblehead, the son of Captain John Beale, and at the time of this wreck was twenty-eight years of age.

A few words may be added concerning Captain William Pickering. He continued in command of vessels engaged in trade to the eastward until his tragic death about 1720. In 1715, as master of the sloop *Lark*, Jonathan Belcher, owner, he received wages for services rendered the government, and it may be said that for more than twenty-five years he took an active part in the subjugation of the Indians, sharing in the hardships and dangers of the frontier settlements. In a letter* to his wife, dated St. John's, October 16, 1705, and sent by Captain Abraham Hill in the sloop *Mary*, he wrote :

My Dear

This Serves for Count of a bill of Exchange for one hundred and twenty five pounds, and sixteene shillings starling and one more for thirty five pounds & two shillings Starling which when you Receive Lay them up safe. I hope to be at home in shortt time after this Vesell that this Coms by my dear hear is Seauarall Vesills Came in Lately from New england which I should have bin mytly Rejoystt to hear from you & would bin a cumfort to me now in my trobles for I am Sorrouned on all Sides by Reson of the Enemy being all aboutt the Land and the badness of the weather we hau'tt had aboue 5 or 6 fare days this 7 or 8 weeks butt I bless the allmyty god I am in as good heilth and as Lusty and harty as Euer in my life hopeing that these may find you the Same with our Litle ones and mother and all frends So my dear I Remember my herty Love to you and our Children and duty to our mother Remaine your most Affectionate husband till Death

Wm Pickering

"my dear

I have Sentt to you by Mr Charters a broad peas of goold thatt you may think thatt I have [not] forgott you and thatt you may Remembr also others wth 48^{li} and another bill of Mrs Elizabeth Bacor for seauentiene pounds Seauentiene Shillings Starling—our sloop is now to the norward Expected Every momentt Mr frend is well two days ago as I hear and Desires to be Remembd to his wife Coz Moses is Veary well and desires to be Remembred to his wife and dafter and to you and all frends

*Pickering Mss., Essex Institute.

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october ye 20th my dear I Received yours Justt now by Mr Eben-
ezar harthon who Arived today I understand by yours thatt you
Seame to be Sorry thatt you had nott a letter from me by him Last,
which is nott the firstt disapointmentt. I have missed but one op-
portunity this year Sending to you & thatt was by J^{no} Elkins & I
think my mind was other ways tho time and opetunity would nott
admitt therefore my dear I would have you think thatt I have nott
forgott you by the Inclosed

So Remaine your Efectioned

W^m Pickering

October 23th my dear Our sloop Is Com from ye norward & hope
Itt wont Be Long before we shall be Coming.

Captain Pickering was owner or part owner, from 1711 to 1718, in several vessels engaged in fishing at Canso, the coastwise trade to Virginia and the foreign trade to Fayall and other places. Included in the list are the sloops "Salem," "Content," "Speedwell," "Friendship," "Good Luck," "Lark," "Robin," and the ship "Joseph and Mary." His warehouse, which was built on Winter Island in 1715 by Joseph Andrews, was forty feet long, eight feet wide, seven feet stud, and eleven and one-half feet in the rafters, according to his ledger, which is in the possession of the Essex Institute.

As early as 1709, the Province ordered all masters of vessels in the service to keep a journal of their proceed-ings to be submitted to the Governor and Council. Cap-
tain Pickering was at Canso, Nova Scotia, in 1720, when a party of Indians fell upon the settlement, which was made up during the summer months of people from Massachusetts, stripped them of everything, saying that they should take what they could find on their own land. Several of the English were killed, and the next night some of the French of Cape Breton, who were in confederacy with the Indians, took away the plunder, including fish, to the value of £20,000.* Captain Pickering ap-
parently represented the Province at this time, as com-
mander of a vessel, for among the Pickering papers in the Essex Institute is the following journal, giving his report of the attack :

*Boston News-Letter, Sept. 12-19, 1720, and Hutchinson's "His-
tory of Massachusetts."

Capt Pickerin Journall of affaires at Canso from Augt ye 7th to ye 24th of Do 1720.

Augt ye 8th about one or two in ye morning ye Indians and French Surprised us in our beds and plundered us takeing ye people one Shoar prisoners to Latonds point a little after Sunrise ye people on board the vessels drew together the Indians retired to Capt Richards Island then a Schooner and Shallop with men armed with such rusty Weapons as we had approached ye Island and fired one ye robbers who answered our fire and killed one man on which ye Schooner and Shallop retired about 2 aClock one of Capt Richards Schooners in which was Mr henshaw furer Shannen and Tayler Sayled for Luisbourg to Inform ye french government of this affair this night ye Indians or french kept a continual fireing and hollowing from Capt Richards Island.

One ye 9th in ye afternoon ye Indians passed by Capt Lenwoods vessel and Came to Capt hinchaws and halls Stage and house with a flag of truce but plundered and tooek away what they could carry killing the Cattle piggs doggs fflowls and threatened and attempted to kill me, plundered hawkins Schooner and Wattson brigenteen John Poor was this evening drowned in hastily endeavouring to get one board from ye fury of ye Indians.

on ye 10th one of ye Chief of ye Indians was taken prisoner Capt Richards took 4 french Shallops and a Shareway one Ball was killed in Capt halls Stage by ye guard being landed there in about 6 pl—

11th Capt Calley Cruised this day after a french boat but could not come up with her Capt Richards men took one Indian prisoner

12th Capt Richards Schooner returned from luisbourg on ye 18th Capt Pike Sailed in Capt Richards Schooner for Annapolis Royal.

ye 14th one Shallop taken by Capt Richards.

ye 18th 2 Indians made their escape.

21st Capt Cawley Drew a petition Signed by Severall Gentlemen and others for and from ye Government of New England for fear of any accident that might happen to ye Schooner gone to Annapolis Royall

May it please your Honnor this is the truth to ye best of my knowledge

Your honnors Most obedient Servant

Wm Pickering.

Captain Pickering sailed for home in 1720, it is claimed, but he never reached his destination, and it was supposed that he was either taken prisoner by the enemy or perished in a storm. Giles Hall, a merchant of Middleboro, Conn., writing from Boston, September 11, 1728, in answer

to Madam Pickering's request for news concerning her husband's affairs at Canso, stated that when Captain Pickering left there he had on board some pork which had been consigned by Mr. Bowdoin and Col. Browne, part of which had been disposed of at Cape Breton. There was also a barrel of powder left in the fort by Captain Pickering, which was upon the King's account, and for which he was to have been paid ten pounds in the spring. Early in his career, August 22, 1697, he gave a letter of attorney to his wife, which was not recorded until July 28, 1720.* He likewise made his will, September 18, 1701, at a time when he was about to make a voyage to Bilbao, Spain, which was proved July 18, 1723, after his family had watched in vain for his coming for two years. Six years after his disappearance, his widow received a letter from one James Johnston, who claimed that a Frenchman who had come from Canada told him that he had seen Captain Pickering at a farmhouse five miles above Mount Riall three months before, that two young men were taken at the same time as the Captain, and that they were working to earn money sufficient to return home, suggesting that a letter sent by the way of Albany would reach him. He was one of the early proprietors of Canso, but his widow, not being able to prove her claim, appealed to Lieutenant Governor Lawrence Armstrong, lately arrived from England, and one who had known Captain Pickering in the early days of Canso settlement. She wrote:

Salem, in—th Aprill 1725

I hartily Rejoyce to heare that yor Hon is Comeing Lieft Govern of Nova Scotia and Plasentia & am Glad to here by the worshipfull Cap^m John Cally Esqr that so good a friend to Justice as yor honr is has the Government of that People; my humble Requests to yor honr is that Justice may be done mee and my Deceasd husband Cap^m Pickering's fatherless Children In the first Place I Returne yor honr harty thanks for all kindness heretofore done by you for my Deceasd Husband and fatharless Children yor Honer is sensible that my sd Husband Cap^m Pickering was one of the first settlers in Canso originally and that yor Honr assisted him in Laying out his Plantation or fishing Room; and there was Layd out by him some part of his estate for Clearing and settling said Plantation before he saild from Canso in the fall bound for Salem Intending to

*Essex Deeds, vol. 37, p. 140.

Returne in the spring Againe to his Plantation; but he never arived to this day and since there is one Mr. Samull Green pretending frindship to me by takeing Care of the Plantation; but Instead thereof has proved an Enemy to me and the fatherless Children by obtaining in a Clandestine maner a Patten from General Phillips for said Plantation which is not Just nor Right in the Sight of God or man. I humbly Request of yor honr to apeare for the widdow and fatherless Children that Justice might be done for Els: our friend the worshipfull Cap^m John Calley Esq Very well acquainted with the whole affaire and Can give yor honr a full Acct of the whole matter I am also enformed that the abovesd Greene is Dead and that his Credettors is Indeavering to get there Debts out of our Plantation. I once more humbly Request of yor Honr to take pity and Compassion on the widdow and fatherless and that the abovesd Plantation may be further setled and Confirmed to me not Els, but I pray God to Bless you and prosper you in yor Governments God hath promised a blessing to those that shall apear in behalfe of the widdow and fatherless.

I subscribe myself yor honrs. Humble Servant

Hannah Pickering, Executrix

on Cap^m W^m Pickerings Estate.

Captain Pickering left a good estate, but no mention is made in the inventory of this land at Nova Scotia. The claim probably could not be proved, and others, who were on the spot, profited by his disappearance.



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